

## Road Safety in Barnsley – 2022/23 Progress Report

### 1.0 Introduction

- 1.1 The purpose of this report is to provide members of the Overview and Scrutiny Committee (OSC) with details of the progress that has been made in developing the Authority's Road Safety programme since the OSC on December 1<sup>st</sup> 2020.

### 2.0 Background

- 2.1 Road injury is defined as any injury resulting from a vehicle accident occurring on a public highway (World Health Organisation (WHO), 2010) and is sub-divided into three categories according to the severity of the injuries incurred; Killed, Serious Injury, Slight Injury.

#### Central Government Responsibility

- 2.2 Central government sets the regulatory framework for roads, vehicles and road users, and the country's national road safety strategy. The government:-

- provides funding and resources to local government and others to deliver road safety
- commissions research into the nature, causes of, and potential solutions to, road casualties
- collects and publishes road casualty data
- conducts education and publicity campaigns
- sets standards for road design, construction and maintenance
- sets requirements for driver licensing, training and testing
- sets standards for vehicles and requirements for vehicle licensing
- sets road use laws, including offences and penalties, and guidance on safe road use, such as the Highway Code

#### Local Government Responsibility

- 2.3 Local government is the main delivery agent of road safety. Local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents". It states that:-

39 (3) Each local authority –

[a] must carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area,

[b] must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of the roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority (in Scotland, local roads authority) and

other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and

[c] in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

- 2.4 Some local authorities in the country have road safety officers and Barnsley is lucky enough to have one. That said, this role is currently vacant as the officer has been seconded into another position to support the work around Covid-19. All other local authorities in South Yorkshire no longer have this role and rely on input from South Yorkshire Safer Roads Partnership (SYSRP). The road safety officer role provides educational programmes in schools, colleges and businesses. They are also responsible for publicity campaigns and programmes to inform, raise awareness and to encourage positive and discourage negative behaviours by road users. This role sits within the Public Health Directorate.
- 2.5 The Highways Authority (the Council) also have road safety engineering teams who identify and implement road design and engineering solutions to road casualty problems in their areas. In Barnsley this sits within the Place Directorate.
- 2.6 The Department for Transport (DfT) issues guidance for the setting of speed limits and this guidance is used by the local authority to set speed limits on all public roads in Barnsley, with the exception of motorways and trunk roads which are the responsibility of Highways England.
- 2.7 In Barnsley, the whole of the road network is reviewed annually and road safety audits are carried out. Road traffic collisions that result in personal injury are analysed so that steps can be taken to reduce and prevent similar collisions.
- 2.8 Where safety concerns are identified, based on the evidence from the personal injury collisions, the council can introduce measures to improve road safety and the flow of traffic, such as:-
- yellow lines
  - traffic lights and pedestrian crossings
  - school crossing patrols
  - cycle lanes

#### The Police Responsibilities

- 2.9 The police enforce road traffic laws, although some areas, such as parking enforcement, are the responsibility of local authorities. The police also co-operate with other agencies, such as the DVLA, DVSA, Highways England and the Health and Safety Executive (HSE), to enforce specific traffic laws and investigate serious work-related road accidents.
- 2.10 Roads policing supports and complements road safety education and engineering and is an essential part of road safety. It:-
- deters illegal, dangerous and careless behaviour on the road
  - identifies offenders
  - identifies the causes of crashes
  - helps to educate, and change the attitudes of, road users
  - prevents other forms of crime
  - identifies and removes dangerous vehicles

## Fire & Rescue Service Responsibilities

- 2.11 Fire and Rescue Services have duties to respond to road traffic accidents under the Fire and Rescue Services Act 2004. In addition to their core role of providing an emergency response service to road traffic collisions and extricating victims who are trapped in vehicles, most fire and rescue services are also active in local multi-agency partnerships in their area and many support or deliver road safety education programmes to help prevent accidents happening in the first place.

## Road Injury Needs Assessment

- 2.12 The Road Injury Health Needs Assessment 2020 has been compiled by BMBC's Public Health Team to determine the problems facing the population of Barnsley in relation to road safety. It incorporates data from:-

- Public Health England Profiles (Fingertips)
- the STATS 19 road safety dataset published by the Department for Transport
- the Hospital Episode Statistics (HES) dataset published by NHS Digital
- the National Highways and Transport Network (NHT) Annual Highways Public Perception Survey

- 2.13 It is important to note that there are limitations to the data, including:-

- Under-reporting of road-related injury
- Issues regarding the classification of severity of injury (CRASH)
- Subjectivity of assessment of contributing factors
- Problems accessing HES data
- Survey participants not representative of Barnsley population

## **3.0 Response to OSC Recommendations**

- 3.1 Following the Overview and Scrutiny session in December 2020, the following four actions were agreed. This paragraph provides Members with an update in relation to progress against each individual action:

### **Recommendation 1: Circulate graphs to the committee showing the adjusted data regarding accidents due to a change in reporting method.**

The relevant graphs were circulated to the committee following the previous OSC. More recent data is available to Members in the South Yorkshire Safer Roads Partnership Annual Report, which is included in Item 4b.

### **Recommendation 2: Officers to reissue contact information to Members with regards to reporting highways/road safety concerns.**

This action was completed following the previous OSC.

### **Recommendation 3: To consider including Road Safety Key Performance Indicators within the Corporate Performance dataset.**

As part of the review of the Corporate Performance dataset, Road Safety Indicators were considered for inclusion in the Corporate Dataset and the number of people Killed or Seriously Injured (KSI) has been included as a key performance indicator.

#### **Recommendation 4: To consider taking key reports on Road Safety to Full Council.**

All key reports relating to Road Safety will be taken through the appropriate governance arrangements, including presenting to Cabinet and Full Council where it is deemed appropriate to do so.

#### **4.0 South Yorkshire Safer Roads Partnership Annual Report Finding 20/21**

- 4.1 Encouragingly, South Yorkshire Safer Roads Partnership's (SYSRP) latest road casualty annual report for 2020, shows that total casualties in Barnsley continue to reduce, as do the total number of people killed or seriously injured (KSI) on the network.
- 4.2 In the 2020 calendar year, there were a total of 444 casualties on the network, a reduction of 19.9% when compared with 2019. Of these casualties, 114 were KSI; which is a reduction of 25.5% compared with the previous 12 months. Provisional data for 2021 shows there were four fatalities on Barnsley roads that year, and there have been zero child fatalities (for those aged between 0 – 16) for both 2020 and 2021.
- 4.3 Covid-19 and the associated restrictions undoubtedly affected road use and therefore road safety, in the time-period mentioned above. The number of miles travelled on the network by motorised vehicles reduced significantly, particularly during the two national lockdown periods. However, there is evidence to suggest that the number of active travel miles (i.e. walking and cycling) during this period increased. Across South Yorkshire, it would appear that the reduction in vehicles was of benefit to pedestrians and cyclists with the total number of casualties reducing in 2020 by 24% when compared with the three year average for 2017 – 2019.
- 4.4 Despite a reduction in the number of casualties across South Yorkshire in 2020, the casualty rate per billion miles travelled on the network increased across the county. One of the potential reasons for this, is that fewer vehicles on the road allowed for elevated vehicle speeds, which in turn increased the likelihood of collision causing a casualty. This theory is corroborated by Department for Transport speed compliance statistics, police enforcement data and the number of collisions recorded across South Yorkshire that were thought to have involved, and at least been partly caused by, a vehicle exceeding the speed limit.
- 4.5 The total number of reported collisions where a driver has failed to stop at the scene (also known as hit and run) reached 23% of all collisions across South Yorkshire in 2020. This is a marked rise from just 12% in 2011. Similarly, 533 people were injured in hit and run collisions, which represents 21% of all casualties; up from 19% in 2019 and just 10% ten years ago.

#### **5.0 South Yorkshire Safer Roads Strategy- Update from the South Yorkshire Safer Roads Partnership**

- 5.1 In considering a mid-term review of the existing South Yorkshire Safer Roads Partnership (SYSRP) strategy, partners agreed instead to undertake a more comprehensive assessment and update of the document. Due to major changes resulting since the document was first published in 2017, the Partnership felt that this was an ideal time for a review, taking stock of where it was and where it is headed. This new Strategy, once formally adopted in July 2022, will replace the existing strategy and takes a fresh view, using the latest evidence and thinking to provide a renewed vigour and focus for the Partnership.

- 5.2 Building on the existing strategy, the new strategy will be ambitious in adopting a 'Vision Zero' approach, working towards no deaths or serious injuries on the roads of South Yorkshire because of road traffic collisions. This vision will not be achieved overnight and so SYSRP will be adopting targets and using a range of indicators to measure progress.
- 5.3 Working under a new Safe System approach, SYSRP recognises the need to adapt and operate using international best practice. To this end, the Partnership has reviewed its structure and operations, strengthening governance, accountability and day-to-day working practices to come together to work collectively on achieving Vision Zero.
- 5.4 The Safe System approach, accepts that no human being should be killed or seriously injured as the result of a road collision in South Yorkshire. It requires a new approach to road safety based on a shared responsibility. It moves away from a focus on making road users compliant. It continues to be important that road users comply with the rules of the system, but also that the system is forgiving when people make mistakes. Information giving and enforcement are still important, but they need to be coordinated with safe vehicle and road design, speed choice, and post collision response.
- 5.5 The Safe System requires a systematic, multi-disciplinary and multi-sectoral approach to address the safety needs of all users. It requires a proactive strategy which places road safety in the centre of road traffic system planning, design, operation, and use. There are five components (or pillars) for action:
- Safe People
  - Safe Vehicles
  - Safe Speeds
  - Safe Roads and Roadsides
  - Post collision response
- 5.6 The new strategy adopts a target of a 50% reduction in Killed and Seriously Injured (KSI) casualties (using a baseline period of 2017 to 2019) producing a 2030 target of 397. Any death or serious injury is one too many and the long-term goal of SYSRP is to have zero people killed or seriously injured. However, recording fewer than 397 casualties in 2030 will mean that significant improvements in road safety have been made.
- 5.7 The Partnership review that was undertaken also identified ways in which SYSRP could be strengthened to start to operate using a Safe System approach. Over the last 10 years, SYSRP has had a strong central partnership team, working in conjunction with the partners to support and add capacity to the delivery of road safety education, training, and publicity (ETP) activity. The strength of the partnership team is that it has driven forward activities but, in some respects, this has led to a reliance on this central function. To strengthen participation by, and ownership amongst, partners in the delivery of Safe System activities, the Partnership Team has been streamlined. Responsibility for road safety ETP activity will be devolved to the constituent partners, in a bid to increase local focus and encourage engagement with local communities.
- 5.8 Road users themselves have a key role to play via the shared responsibility implicit in the Safe System. Direct community involvement and delivering road safety with, rather than to, local road users and residents will embed the concept of shared responsibility and increase ownership and participation.

5.9 Timescales for the devolving of ETP activities back to constituent partners are currently being discussed and will take place within the 2022/23 financial year. Additional capacity within the partner organisations will be funded from a rebate to be received from the SYSRP and, going forward, from reduced financial contributions to the running of the central team. The SYSRP central team will retain 3 key posts:

- Strategic Programme Lead Officer: to co-ordinate the activities of the Partnership and ensure that work taking place across the 5 pillars is evidence-led and that collaboration occurs across theme groups.
- Data Lead: activities must be data-led and therefore it is essential that accurate, timely data is used to understand casualty and collision priorities in the region.
- Communications Lead: to ensure that a strong brand is established and maintained, ensuring that the local communities understand what SYSRP do and how they can work with the Partnership.
- The Central Team will be hosted by Sheffield City Council.

5.10 This new approach will take time to embed and there will be a transition period as ETP delivery is handed over from the central team to the partners. However, the work delivered by the local authorities as part of their engineering programmes and by South Yorkshire Police as part of their enforcement operations will continue to be a valuable contribution towards the Safe Systems approach and, ultimately, the casualty reduction target.

5.11 The development of the new Safer Roads strategy is a chance to secure renewed interest and commitment from all partners and look at what the Partnership does through fresh eyes and with an invigorated perspective.

## **6.0 Barnsley Road Safety Working Group**

6.1 In response to recommendations contained within the Road Injury Needs Assessment, and from the previous OSC on Road Safety, we have established a local Road Safety Working Group. The Working Groups brings together key stakeholders from partnership organisations including: South Yorkshire Police, South Yorkshire Safer Roads Partnership and South Yorkshire Fire and Rescue, along with a number of internal stakeholders representing: Highways and Engineering, Strategic Transport, Safer Communities and Public Health.

6.2 We recognise that improving road safety within the borough requires a partnership approach. The Barnsley Road Safety Working Group will therefore work collaboratively to reduce the number of road traffic collisions and casualties across Barnsley throughout all age groups via education, publicity, campaigns, activities and initiatives that promote safer road use, safer roads, safer speeds, safer vehicles and post-crash care.

6.3 The Safer Roads Working Group adopts a system-wide approach to road safety, focusing on the prevention of road traffic collisions via collaborative partnership working across BMBC, partner organisations and via the implementation of wider organisational strategies and plans.

6.4 The purpose of the Barnsley Safer Roads Working Group is to set and agree the strategic vision, ambition and priorities to improve road safety and reduce the number of road traffic collisions occurring in the borough. Initially, the Safer Roads Group will oversee the development of a local road safety strategy, as discussed in more depth below.

## **7.0 Barnsley Local Road Safety Strategy**

- 7.1 The Barnsley Local Road Safety Strategy is currently in development with a draft document anticipated by the end of 2022. The strategy sits below the emerging South Yorkshire Safer Roads Strategy (as outlined above) which adopts a “Safe System” approach.
- 7.2 Our Barnsley Local Road Safety Strategy will identify “Safe System Actions” for our Local Roads that are based upon the five pillars of safer systems, in order to create a combined affect which will reduce the potential for accidents occurring, and if an accident does occur, the level of severity is also reduced. To put this into context, the traditional approach to Road Safety is more responsive to the effects of accidents whereas this approach is more proactive.
- 7.3 The strategy is at a formative stage and we are currently undertaking detailed analysis of accident locations (areas) and potential contributing factors which may include young drivers (behaviour / attitude), gender, elderly, driving under the influence of alcohol, drugs etc. This analysis will inform “Safe System Actions”, that aim to address these local factors by improving travel behaviour that will not only make our roads safer for all users, but will encourage walking, cycling and support our communities’ health and wellbeing.
- 7.4 The “Safe System Actions” will be a specific action (intervention) to that seeks to reduce to the potential for accidents / incidents for example Vulnerable Road Users (VRU) and child casualties. These actions will identify opportunities for further collaborative working within the Council and its partners.
- 7.5 Utilising a safe system approach will provide a solid foundation to delivery road safety from. To support our delivery, we will work collaboratively, with our SYSRP partners, connecting with our communities and utilising an evidence led approach to tackling KSIs.

## **8.0 Neighbourhood Road Safety Pilot**

- 8.1 In February 2021, a report was submitted to Cabinet seeking approval for £90,000 to fund a pilot project which aimed to address how the expectations of Elected Members and the public were aligned with the reality of delivering road safety interventions with reduced financial and operational resources.
- 8.2 Following the approval of the report a consultation exercise was undertaken with all local members in April 2021, asking for the top three highway safety related issues in their ward. 47 Member suggestions were submitted, with a total estimated works cost of over £500,000. The next stage, Suggestion Assessment, involved evaluating the Member Suggestions against a range of criteria (detailed in Appendix 2 of the original report) to determine a priority order for the detailed design and construction stage. The Member Suggestions were also reviewed to see whether any could be delivered by other work programmes and where the benefits can be shared across related schemes.
- 8.3 Feedback from elected members has been extremely positive about the pilot scheme and has been seen as a welcome addition to the annual decision-making process which governs road safety investment across the Borough.

8.4 Of the 49 proposals received:

<b>Description</b>	<b>Number</b>	<b>Estimated Value</b>
Total Member Suggestions received	47	£517,000
Member Suggestions addressed by an existing or proposed programme (i.e., School 20mph speed limits pilot, highways maintenance schemes, etc.);	15 of 47	£159,000
Not selected for Detailed Investigation following Suggestion Assessment .	17 of 47	£200,000
Selected for Detailed Investigation following Suggestion Assessment	15 of 47	£197,000
<b>Selected Member Suggestions to be funded via pilot funding</b>	<b>5 of 15</b>	<b>£90,000</b>

8.5 The Detailed Investigation of the Member Suggestions was completed December 2021. This resulted in the top 5, highest rated Member Suggestions being selected for Detailed Design stage. The detailed design of those Member Suggestions is now complete, and works order issued for Construction stage.

The five member suggestions are:

- Pontefract Road, Hoyle Mill – Pedestrian refuge island;
- Shaw Lane, Cudworth – Provision of a new footway;
- Sheffield Road, Penistone – Pedestrian crossing improvements;
- Park Street, Wombwell - Pedestrian refuge island, and;
- Hough Lane, Wombwell – Pedestrian refuge island.

8.6 The Traffic Group was affected by high levels of staff turnover during summer 2021, which resulted in delays to the delivery of this programme. Those issues have been resolved and Detailed Designs for the 5 Member Suggestions have been issued to the Highway's delivery team for programming and construction in 2022/23.

8.7 Following Cabinet support for the 2022/23 Highway's Capital Maintenance Programme, further investment has been supported to progress several more proposals using the £2M Enhanced Highway's Fund.

8.8 This pilot has been able to demonstrate the criteria that it initially set out; that is to provide a series of evaluated highway interventions that would not currently meet the present road safety intervention levels but would serve to improve road safety and mitigate residual risk.

## **9.0 20 MPH School Safety Zone Pilot**

9.1 Following a number of contacts made by Local Members, Local MP's and members of the public to address road safety concerns outside of schools the Traffic Team devised a pilot project which would see the installation of advisory "20 MPH when lights show" signs outside 5 schools.

- 9.2 An initial 5 sites were selected for the 20mph Schools Zone pilot based on their overall suitability and history of concerns that had been made.
- 9.3 The initial 5 pilot sites selected were: Dearne Carrfield Primary, Highgate Lane; Highgate Primary, Nicholas Lane; Goldthorpe Primary, Doncaster Road; Millhouse Primary, Lee Lane/Manchester Road, and; Oakhill Primary, A635 Doncaster Road.
- 9.4 Signs have successfully been installed at 4 of the 5 sites and are now fully operational after some initial challenges with the internal programming undertaken by the sign manufacturer.
- 9.5 The remaining site at Nicholas Lane (Highgate Primary) is to be completed in the coming weeks in conjunction with the Active Travel scheme in this area to minimise disruption for traffic.
- 9.6 A “before” speed survey was undertaken at each site to understand the existing speeds before the installation of the signs. We have programmed “after” surveys at each site to be undertaken at the start of the new school year in September 2022 to determine how effective the signs have been in reducing vehicle speeds, particularly during school start and finish times.
- 9.7 Investigation into the feasibility and buildability of the sites included on the expanded 2022/23 will commence in the coming months.
- 9.8 Following the approval of the 2022/23 Highway’s Capital Programme, additional investment has now been secured to expand the pilot over the next 12 months.

## **10.0 School Streets Initiative**

- 10.1 Throughout 2021, the Barnsley School Streets Project undertook a total of 10 trials across 12 schools. The School Streets project sought to reduce the number of short car journeys in the borough, specifically by using road closures and restricting traffic outside schools. Whilst the principal aim of this project was to reduce exposure to vehicle emissions around schools, additional aims of the project include empowering more families to utilise active travel (walking, cycling or scooting) to get to school; improving traffic flow at peak times; improving physical health and wellbeing and reducing carbon emissions.
- 10.2 Approximately 3600 pupils were enrolled at the 12 schools involved in the trials. Of these, we saw a 16 percentage point average modal shift from car to walking, cycling or scooting. This equates to around 574 additional pupils actively travelling to school. 72% of pupils involved in the school street programme reported feeling safer, as a result of the project.
- 10.3 School Streets immediately remove traffic from outside schools, which can create a place where parents, children, school staff and residents can come together to play, relax, learn and socialise. This can help to foster a stronger sense of community and tackle loneliness and social isolation, with far-reaching, long-term benefits for everyone.

## **11.0 School Crossing Patrols**

- 11.1 Work is ongoing to promote and recruit to the vacant School Crossing Patrol vacancies which exist across various School sites.

11.2 The newly appointed School Crossing Patrol Supervisor has been working with colleagues in our Communications team to create a recruitment video which will better explain the scope of the role and its importance in enhancing the safe travel of children to and from the school setting.

## **12.00 Traffic Regulation Orders**

12.1 A Traffic Regulation Order (TRO) is an official order (bylaw) made by a local authority that details the nature and extent of traffic restrictions in a certain area. These restrictions can relate to parking, bus lanes, littering from vehicles and (in Wales only) moving traffic.

12.2 Following the December 2020 Overview and Scrutiny Committee:-

- 23 TRO's have been progressed to the stage of Legal Sealing (this is the final stage in the approval process prior to the works order being issued);
- The final estimated cost of this work is around £158k with an average cost per TRO of £7,200 (min/max range of £4,000 to £15,000)
- This includes TRO's put forward by elected members but also the SYPTE and those required to facilitate the adoption of new housing developments.

## **13.0 Safe and Active Travel for Schools**

13.1 Modeshift STARS is an accreditation system awarded to educational institutions that go above and beyond in developing, implementing and monitoring an effective travel plan to bring about change in travel behaviour and reduce the number of single occupancy vehicle journey to and from their sites. One of the fundamental aims of Modeshift STARS is to create safer environments in and around an individual school by helping organisations to identify and address travel and transportation issues to enable safer journeys for all. Across Barnsley, a total of 19 schools have achieved Modeshift STARS accreditation, meaning they are actively managing safety on the network around their establishment.

13.2 In addition, in the 2021/22 financial year, 'bikeability' training has been delivered to a total of 3143 pupils across Barnsley ranging from year 1 pupils through to year 13 pupils. Bikeability training is the government's national cycle training programme which helps children and young people learn practical skills and understand how to cycle on the roads.

13.3 Furthermore, 'Walk to School Week' is scheduled for the 16<sup>th</sup> – 20<sup>th</sup> May 2022. 26 schools across Barnsley have signed up to the programme with a total of almost 6000 pupils enrolled at those schools. In preparation for the week, schools have been sent a resource pack to support the week which includes: a road safety PowerPoint lesson with associated guidance notes, a copy of 'Tales from the Road' (which is the junior highway code) and a template active travel policy – to enable the school to safely embed and promote active travel at their location.

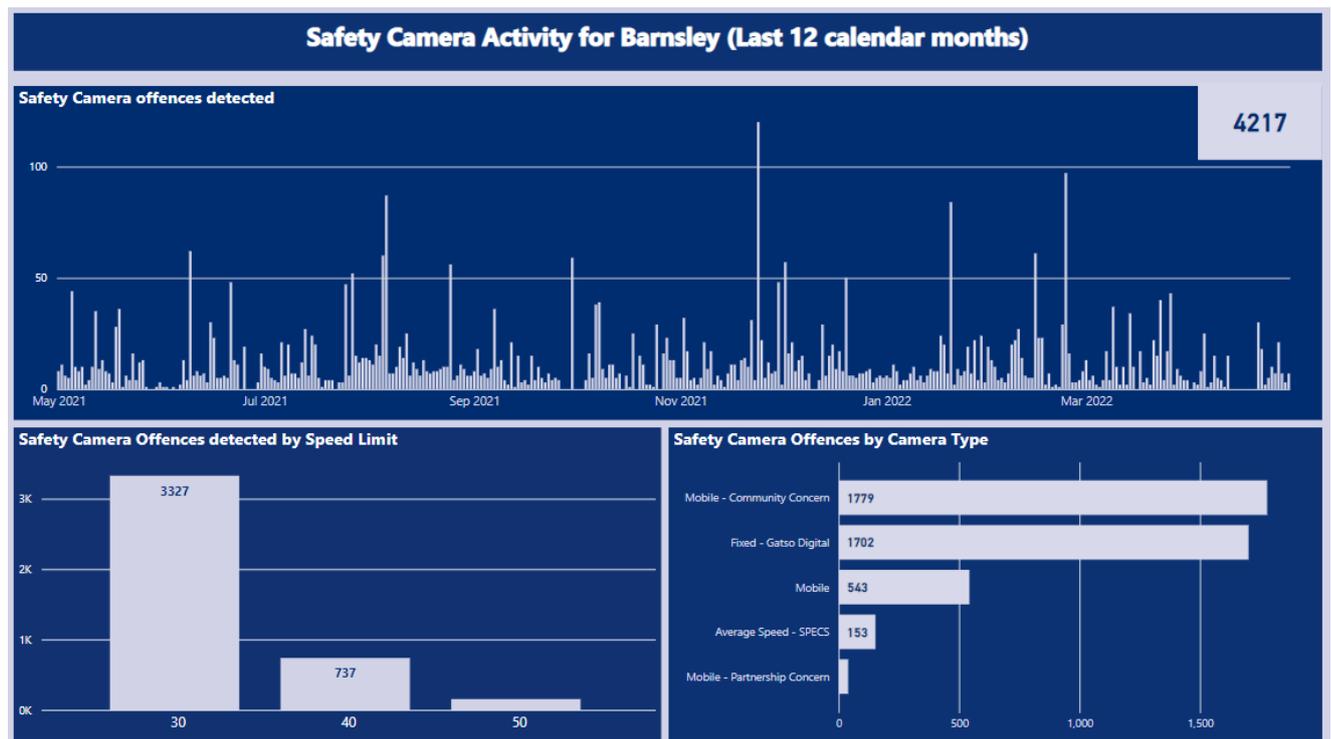
13.4 During the 2021/22 academic year, 74 out of the 78 Barnsley Primary Schools attended the free "Crucial Crew" training, delivered at the Lifewise Centre in Rotherham. This resulted in 2,644 pupils and 284 staff undertaking a day long session which involves children participating in a variety of scenarios in different areas of the Crucial Crew set. Specialist officers equip the children with the skills and knowledge to make choices in everyday life in order to stay safe and away from criminal activity. Pupils take part in and learn through practical sessions covering a wide range of key messages and situations which may include:

- fire safety
- road safety

- antisocial behaviour
- shop lifting
- youth court
- first aid
- drug and alcohol awareness
- internet safety and cyber-bullying
- bus safety
- running away from home

## 14.0 Safety Camera Activity

14.1 The following information has been provided by South Yorkshire Police and shows key metrics relating to the activity of safety camera activity in Barnsley over the previous 12 month period:-



14.2 In summary:-

- 4,217 Safety Camera Offences were detected;
- The most common Safety camera offence was exceeding a posted speed limit of 30 MPH (79%)
- 82% of the offences capture by camera type can be attributed to Gatso Camera's (fixed safety camera's) and mobile cameras (community concern).

## 15.0 Future Plans & Challenges

### School Safety Zone Initiative

15.1 Following the approval of the 22/23 Highway Capital Maintenance Programme earlier this year, additional funding has been secured to expand the successful 20MPH School Safety Zone Pilot.

- 15.2 The expansion will see the areas of highway outside all primary schools in Barnsley undergo a safety assessment, the findings of which will be used to inform a programme of interventions aimed at making the areas outside schools safer.

#### Neighbourhood Road Safety Pilot

- 15.3 Similarly, following the approval of the 22/23 Highway Capital Maintenance Programme earlier this year, additional funding has been secured to expand the Neighbourhood Road Safety Pilot project. As the initial funding allocation for the scheme was over-subscribed, this additional funding will allow for more of the original long list of schemes provided by Local Members to be brought forward. Details of this will be released in due course.

### **16.0 Invited Witnesses**

- 16.1 The following witnesses have been invited to today's meeting to answer questions from the committee:

- Matthew Bell, Head of Highways & Engineering, Place Directorate, BMBC
- Damon Brown, Network Manager, Place Directorate, BMBC
- Paul Castle, Service Director Environment & Transport, Place Directorate, BMBC
- Joanne Wehrle, South Yorkshire Safer Roads Education Manager, South Yorkshire Safer Roads Partnership
- Diane Lee, Head of Public Health, Public Health Directorate, BMBC
- Tracey Brewer, Head of Transport, Place Directorate, BMBC
- Stephen Campopiano, Programme Manager Public Health, Public Health Directorate, BMBC
- Benjamin Brannan, Senior Public Health Officer, Public Health Directorate, BMBC
- Scott Dernie, Head of Safety Cameras & Ticket Processing, South Yorkshire Police
- Cllr James Higginbottom, Cabinet Spokesperson Environment & Transportation, BMBC
- Cllr Chris Lamb, Cabinet Spokesperson Public Health, BMBC

### **17.0 Possible Areas for Investigation**

- 17.1 Members may wish to ask questions around the following areas:

- What has gone well over the last 12 months and what could have gone better?
- What do you consider to be strengths and weaknesses of the partnership?
- Can you give examples of how best practice has been used to inform decision making and service delivery?
- As a partnership, what do you need to do more of? What could you do less of?
- Would you describe your work as proactive or reactive? Why?
- How do you know whether the work of the partnership is having a positive impact upon road safety in Barnsley?
- Are the targets set for 2030 achievable but challenging? What evidence was used to set the target?

- How confident are you that the right data is being reported, in the right place, at the right time, to ensure that road safety issues are identified and acted upon appropriately?
- What was the driver for streamlining the Partnership Team and what are the risks and opportunities associated with the change?
- How do you ensure your communication reaches the right audiences and how do you ensure messages are communicated so that they are easily understood by different sections of the community?
- Is road safety education in schools compulsory? If not, how do you encourage those hard-to-reach schools to participate?
- How has 'walk to school week' been publicised to members of the public?
- Do you have sufficient and appropriate resources & the capacity to implement 'Vision Zero'?
- What more needs to be done to ensure that cyclists and pedestrians are safe with the developments in active travel?
- How is road safety considered when large-scale developments and changes to the road network are introduced to the borough?
- How does the council proactively manage its own occupational road risk?
- What can members do to support the work to improve road safety in Barnsley?

## 18.0 Background Papers and Useful Links

Item 4b (attached) – South Yorkshire Safer Roads Partnership 2020 Road Casualty Report

Cabinet Report: Neighbourhood Road Safety Initiative- Proposed Pilot 2021/22

<https://barnsleymbc.moderngov.co.uk/documents/s75791/Neighbourhood%20Road%20Safety%20Initiative%20Proposed%20Pilot%202021.pdf>

OSC Report: Road Safety in Barnsley 1<sup>st</sup> December 2020

<https://barnsleymbcintranet.moderngov.co.uk/documents/s73447/Item%205%20-%20Road%20Safety%20Report%20to%20OSC%2020201123.pdf>

South Yorkshire Safer Roads Partnership

<https://sysrp.co.uk/>

Modeshift STARS

<https://www.modeshiftstars.org/>

Fingertips Public Health Data

<https://fingertips.phe.org.uk/search/killed%20roads#page/0/gid/1/ati/402/iid/11001/age/1/sex/4/cat/-1/ctp/-1/yr/3/cid/4/tbm/1/page-options/ovw-do-0>

## 19.0 Glossary

BMBC	Barnsley Metropolitan Borough Council
CRASH	Collision Recording & Sharing
DfT	Department for Transport
DVLA	Driver & Vehicle Licensing Agency
DVSA	Driver & Vehicle Standards Agency
ETP	Education, Training and Publicity
HES	Hospital Episode Statistics
HSE	Health & Safety Executive
KSI	Killed or Seriously Injured
NHT	National Highways & Transport Network
OSC	Overview & Scrutiny Committee
SYSRP	South Yorkshire Safer Roads Partnership
TRO	Traffic Regulation Order
VRU	Vulnerable Road Users
WHO	World Health Organisation

## 20.0 Officer Contact

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23 May 2022